



## PACKARD CAR SUCCESSFULLY COMPLETES GREAT TEST RUN

The following report of the Packard test run made on February 17 by Mr. McCulla has just been received by the von Hamm-Young Co., Ltd.:

What is believed to be the fastest record for sustained road driving under unfavorable conditions, was completed this morning when William R. McCulla landed at the Pontchartrain Hotel in Detroit with his new Packard "38." He started from Chicago, being checked out of the New Southern Hotel in that city by J. T. Murphy, the night clerk, at 2:30 this morning, and at 9:30 he reached the Pontchartrain Hotel in Detroit and was checked in by the clerk of that hotel.

The distance was 284 miles, which was made in elapsed running time of 7 hours and 9 minutes. There were three stops for gasoline and three which occupied a total of 15 minutes. The actual running time, therefore, was 6 hours and 34 minutes, making the wonderful average for the entire distance of a little more than 41 miles per hour.

This is an extraordinary record that it is believed has never been equaled under any circumstances; and when the frozen, rutty condition of the mud and gravel roads over which the Packard "38" traveled, are taken into consideration, the record made was a marvelous endurance test on the part of both driver and car.

The von Hamm-Young Co. received the following letter from Mr. McCulla, driver of the "38" in the record run: RECORD TRIP CHICAGO TO DETROIT.

February 17, 1913.

To the von Hamm-Young Co., Ltd.:

Until this last year, all my driving and touring experience has been with high-grade foreign cars, such as Mercedes, Renault, English Napier, Rolls-Royce, etc. It is my first experience of driving a touring car over roads with left-hand control.

Before this drive, I am frank to con-

firm that I considered a great many of the details, on the Packard car were more or less fads and almost unnecessary, but upon examination after the run, I am now thoroughly convinced that all these details and what looked like unnecessary precaution, are absolutely essential for a car that is subjected to high speed touring and severe abuse in the hands of a fast driver.

I was very much surprised at the way the motor stood up under such terrific high speed strain. At the end of the run, the way the motor would idle down and run quietly, was very surprising indeed.

I never had brought so strongly to my notice the really good points regarding 2-point suspension. It was also a revelation to me to find that I could drive the car such a long distance over frozen and rutty roads at high speed, and find myself in good condition and without cramped arms at the end of the run. This was also my first experience in several years with a reversible steering gear.

I think that the car had a wonderfully efficient cooling system. We returned to the factory without ever having added a drop to the radiator—it only taking three pints to fill some on our return. Incidentally, the lower seven inches of the radiator was placed with frozen mud.

Of the riding qualities of the car I cannot speak too highly. I have never ridden in any car that would retain the balance that this maintained over these roads.

Finally, the most surprising feature is the condition of the car at the end of this run, and the small amount of work which is necessary to put it in first-class condition. I believe that with a new rubber bumper adjusting the foot brakes, filling all grease cups and fixing up the rear fenders, the car will be fit to give a first-class demonstration for speed, flexibility, power and silence. (Signed.) W. R. McCULLA.

## AMERICA'S FIRST WOMAN MOTORIST BOOSTS SPORT

It has come to light that the originator of the vogue of society women driving their own automobiles is Mrs. John Howell Phillips, one of the most daring society women drivers in the United States.

Mrs. Phillips, a former Chicago society woman now residing at Maple Lodge, St. Louis, is the first American woman to drive an automobile. It is reported, Illinois license No. 24 was issued to her 14 years ago in Chicago. The fact was divulged through the efforts of J. H. Phillips to repurchase, as a relic, the car Mrs. Phillips drove in 1898.

"Drive your own car. It's a woman's best tonic," advised Mrs. Phillips from the seat of the powerful Hudson 6-cylinder car she now drives. "After a woman has learned to drive, there is no more splendid exercise in the world. It is the open sesame to good temper, good digestion, sound nerves—in short, good health."

In 1898 people stared in open-mouthed wonderment as Mrs. Phillips "sped" up Michigan avenue at the then fast rate of 8 to 10 miles an hour in her "horseless carriage," all self-propelled vehicles of personal transportation were known.

Mrs. Phillips drove what was known as a tri-motor—her first automobile—back in 1898. It was a queer car, conceived by an Englishman, who came to America in that year with a roll of blueprints and \$50,000. He had a concern, known then as the Western Wheel Works, built 200 cars for him. The car was nameless. In about 2 years the 200 tri-motors were sold. The Englishman was bankrupt. His conception of an automobile had three wheels—1 in front and 2 in back. A long handle, reached from the front wheel to steer with.

Its maximum speed was 18 miles an hour, which was prohibited in Chicago. Mrs. Phillips evidenced her ability to accomplish mile-a-minute speed "where the road will hold" in her big Hudson six.

"I drove at top speed over St. Louis speedways, where fast speed is allowed," said Mrs. Phillips. "There is nothing I love more than getting every ounce out of the machine. No matter how I may feel when I start, every nerve will be tingling with delight when I finish. I love to feel the wonderful pick-up of the machine under my control and to know that I am directing great energy. It is something for a woman to do, yet it is simplicity itself."

"From the day of the little three-wheeled car to this day my husband and I have followed the fortunes of motor car construction. I have always had the latest and most advanced design of cars as evidenced by my choice of the Hudson six. I remember long ago we had one of those little jumpy short-bodied runabouts. They would jig up and down like jumping

## RECKLESS DRIVER GIVEN A QUEER SENTENCE

While there is at present so much agitation in Honolulu over the speeding question, it might be of interest to local people to know of a novel sentence which Judge Clement, in a Vancouver court, passed upon two young men.

Having killed two Vancouver citizens by careless driving of their automobiles, two young chauffeurs were given unique sentences by a Vancouver judge. On condition that the judge give them their liberty, the young men, who were just 20 years of age, took an oath that they would devote themselves during the next three years to the support of the widows and children of their victims. The judge also demanded bonds and one of the court officials was instructed to see that the contract was carried out to the letter.

**Motor Cars and Parcel Post**

Now that we have at last received the Parcel Post system, much interest has been aroused as to just what role the motor car is to play in the new departure. The fact that the postoffice authorities have but \$750,000 to cover their first investment in parcel post paraphernalia seems to preclude the immediate employment of motor wagons, but as the system is enlarged as it certainly will be, the motor car is bound to play an important part in its development. The English P. O. has found the motor truck very much to its taste as an adjunct of the parcel post, saving money, time and trouble. Of course the distance to be traveled in England is not to be compared with those the postal authorities in America have to contend with, but within certain obvious limits the motor business wagon is going to prove an essential factor in our parcel post system, just as it is proving a most important factor in our commercial field of today and tomorrow.

### "VOICE OF THE HUDSON"

E. H. Broadwell, vice-president, in charge of the sales of the Hudson Motor Car Co., has disposed of his interests and resigned from his position with the company. A disagreement as to company policy is understood to be the cause.

C. C. Winningham, advertising manager of the Hudson Motor Car Co., assumes charge of the sales work and continues as the head of the advertising department, under the title of director of sales and advertising.

Jacks when we run over peanut shells.

"One day our tri-motor car stuck on the street car track," Mrs. Phillips continued interestingly. "It was at State and 55th Street in Chicago. I couldn't budge it. All the cars were stopped for a long time and I was surrounded by motormen. One of them came with a screwdriver to help me fix my car and it promptly ran away with me."

## 48 Engineers Built this HUDSON as a Four-Cylinder Masterpiece

Howard E. Coffin and His Specialists Now Offer the HUDSON "37"

It is Here Now—Come, See It

## These 48 Engineers—Gathered From Everywhere—Have Had a Hand in Designing Over 200,000 Cars of 97 Well-Known Makes

There are more high salaried, widely experienced automobile engineers on the HUDSON Engineering Board than in any similar organization in the world.

At the head of this body—now 48 in number—is Howard E. Coffin, America's leading designer and builder of six famous cars.

No one disputes his pre-eminent position as the leader of automobile engineering progress. His associates have been gathered from nearly every important automobile engineering organization of the world.

There are men on this Board who were the chief engineers of leading concerns. Every automobile building nation has its representatives here.

There are representatives from Germany, France, England and Italy, as well as from America.

Combined they have had a hand in building more than 200,000 cars of 97 well-known makes.

### They Are Specialists—Every One

No one man can ever hope to know as much about automobiles as these men, working in unison, know.

Each is stronger for being associated with so many other experts.

Each is a specialist. Each possesses a knowledge and an ability not possessed by his fellows.

In the same way that a base ball manager in building a strong team chooses specialists who excel at certain kinds of play—at pitching, catching, batting, and base running—so Howard E. Coffin, four years ago, set out to organize the strongest body of automobile engineers to be had.

The world was his field. If a man had shown that he could get more power out of a motor than any other man had been able to get, or if one proved he could simplify work others had more crudely begun, he was induced to join this organization.

Still, there are men here who know nothing about automobile chassis designing but who know everything about creating beautiful body lines.

Some who know how to make comfortable seat cushions and backs with soft upholstery that will retain their easy qualities and not break down, were added to the organization.

Never before in any other car was so much thought given to these important items of comfort. It is a dominating characteristic of the New HUDSONS.

### Worked Two Years

The result of two years' work—the master work of all these men—is shown in the New HUDSON cars.

As the experimental cars were completed, they were sent with a corps of experts and drivers who knew all road conditions, over every imaginable kind of road.

The cars were tried out last winter over roads practically impassable to other vehicles. Snow and mud and the worst weather did not interrupt these tests.

Officers of the company rode on these test trips. They demanded more emphatically than any owner can ever demand, that the quality of the New HUDSON cars should be thoroughly known to them.

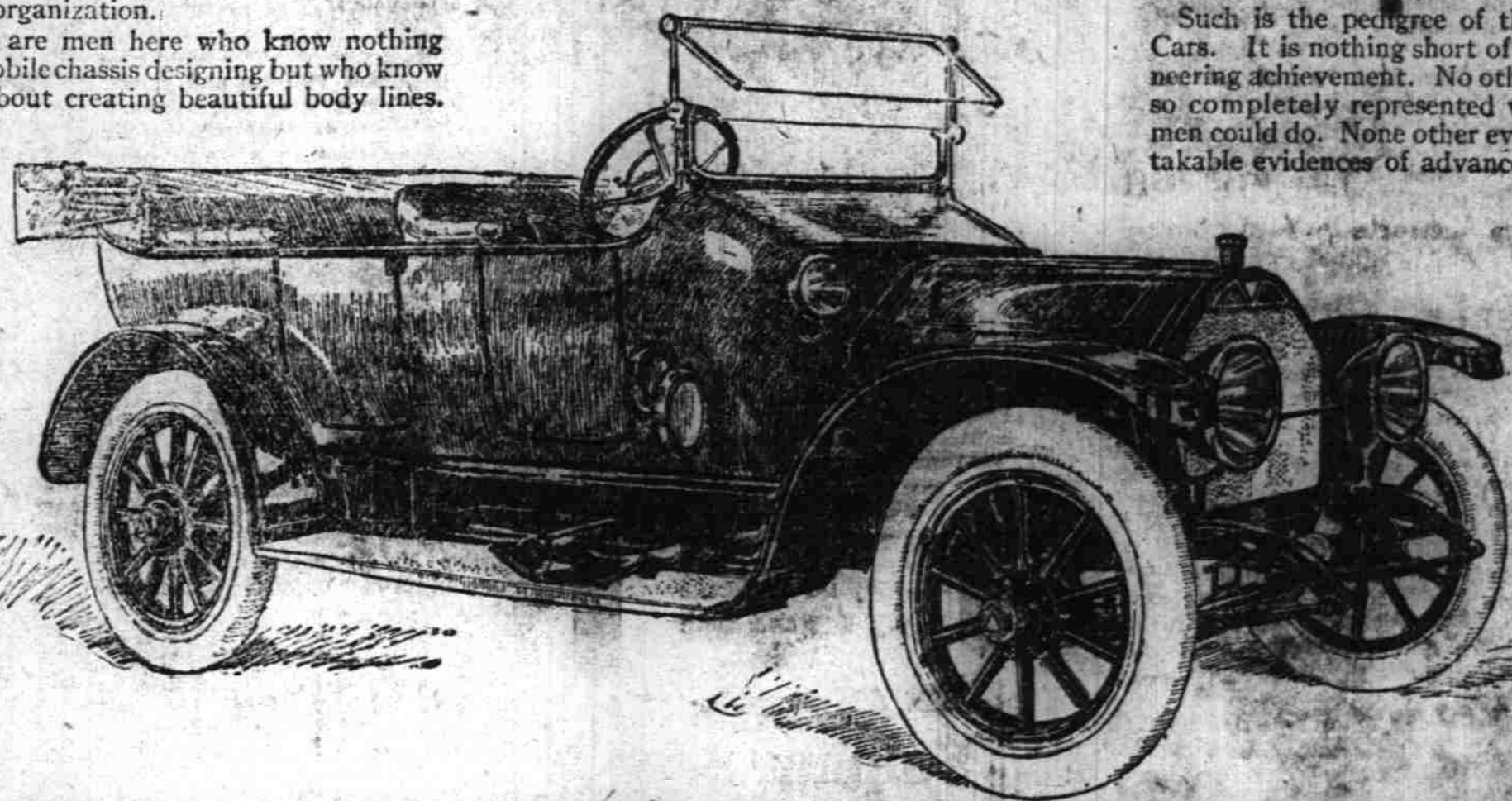
The Allegheny mountains became our testing ground.

No road was too rough, too steep, too dangerous or too long for these cars to be driven over at maximum speed.

A driver—winner of many road races in America and abroad—who knows no fear—drove at top speed up rough mountain paths, through bottomless roads of mire and over every conceivable surface that a vehicle can be sent, to prove that the car has the stamina, the power and the comfort to do the work and do it with minimum fatigue to the passengers.

### Consider the Stake

In reading the claims which are made for this car, consider how much is at stake on it.



## Electric Self-Cranking—Electrically Lighted

**Electric Self-Cranking.** Automatic. Will turn over motor 30 minutes. Free from complications. Simple. Positively effective.

**Electric Lights.** Brilliant head lights. Side lights. Tail lamp. Illuminated dash. Extensive lamp for night work about car. All operated by handy switch on dash.

**Ignition.** Integral with electric cranking and electric lighting equipment. Gives magnetic spark. Known as Delco Patent System, the most effective, efficient yet produced.

**Speedometer.** Clock. Illuminated face. Magnetic construction. Jeweled bearings. Registers up to 60 miles an hour. Eight-day keyless clock.

**Windshield.** Rain vision and ventilating. Not a makeshift. Not an attachment. A part of the body.

**Upholstering.** Sofa type. Highest development of automobile upholstery. Soft, flexible, resilient. Comfortable positions. Hand-buffed leather—the best to be had. 12 inches deep.

**Horn.** Bulb type. Concealed tubing.

**Demountable Rims.** Latest type. Light. Easily removed. Carry 30" x 4" Flak tires—heavy car type. Extra rim.

**Top.** Genuine mohair. Graceful lines. Well fitted. Storm curtains. Dust envelope.

**Bodies.** Note illustration. Deep, low, wide and comfortable. You sit in the car—not on it. High

backs. Graceful lines. All finished according to best coach painting practices. 21 coats—varnish and color. Nickel trimmings throughout.

**Gasoline Tank.** Gasoline is carried in tank at rear of car. Simple, effective, with two pound pressure. Keeps constant supply in carburetor either going up or down hill. Magnetic gasoline gauge constantly indicates gasoline level.

**Wheels.** Extra strong. Artillery type. Ten spokes in front wheel. Six hub flange bolts. Six spoke bolts in rear wheel. Six hub flange bolts. Six spoke bolts. Bearings. All roller bearings. Thoroughly tested. Latest type.

**Rear Axle.** Pressed steel. Pull adjustable, full

floating. Large bearings. Heat-treated nickel steel shafts. Easily disassembled, an item which indicates the simplicity and get-at-ability of the entire car.

**Models and Prices.** Five Passenger Touring, Five Passenger Torpedo, Two Passenger Roadster—\$1875, f.o.b. Detroit. One price to all—everywhere.

**Simplicity.** The HUDSON standard of simplicity is maintained. Every detail is accessible. There is no unnecessary weight. All oiling places are convenient. There are but two grease cups on the motor. Every unit is so designed that it can be quickly and easily disassembled. Think what an advance this is over even the previous HUDSON—the "33"—the "Car with 1000 less parts."

We are now demonstrating this HUDSON "37." Before a single car was shown HUDSON dealers had booked orders on which deposits were paid for approximately 1000 cars. All wanted for early delivery. You should act at once.

# Associated Garage, Ltd.,

F. E. HOWES, Manager

Phone 2388